

BIRTHS.

There were 206 European and 2,107 Chinese visitors to the City Hall Museum during the week ending December 13.

The *Japan Advertiser* understands that the Carew trial commences to-day (the 14th inst.) Private letters received in Hong to-day state that the trial will not take place till after the New Year.

4.2.1.1. *Phylogenetic analysis*

The Registration and Parcel Departments of the Post Office have been removed to commodious premises underneath the Supreme Court, to relieve the congestion that has so long existed in the Post Office buildings. The new premises were opened for business to-day.

It is stated that the Russian man-of-war *Imperator Nicolai I.*, which left this station a few weeks ago for Europe, is to be replaced by the *Narvita*, a superior vessel. The *Narvita* is a steel turret ship of 9,476 tons displacement and is engined to steam 16 knots.

The troopship *Ophelante* left Singapore for England on the 30th Nov., with the Northumberland Fusiliers on board. Her departure was made the occasion of an enthusiastic demonstration by the civilian community at Singapore.

Aug. 24th: Fc

tons displacement and is engaged to steam
16 knots.

The troopship *Cephalote* left Singapore
for England on the 30th Nov., with the
Northumberland Fusiliers on board. Her
departure was made the occasion of a
enthusiastic demonstration by the civilian
community of Singapore. Capt. Ferguson,
Capt. Baker-Carr and Lieut. Thresher
have gone to Penang with two companies
of the Rifle Brigade.

ACCUSE Sargeant Graham, along with
several Chinese constables, raided a house
at No. 6 Hong Lane, suspected as a gam-
bling den, and secured fourteen coolies who
were discovered gambling. On the Ser-
geant's capture, the constables were

and Shanghai, and
a few months

ound was inflicted on his eye. The two keepers of the house were fined \$50, and the remainder were fined \$5 each.

DETECTIVE Sergeant McIvor arrested seven men this morning about one o'clock in the verandah of the Old Victoria Hotel, on a charge of being rogues and vagabonds and having been there for an unlawful purpose. Three of them were sentenced, at the Magistrate's day, to six weeks' imprisonment, and four old gaoled birds were each sentenced to three months' imprisonment.

THE Parisian Almanac for the coming year is issued by Messrs Regaud and Clermont, rue Vivienne, Paris. The principal object of the almanac is to draw attention to the remedies supplied by the above firm for various ailments, but there is also a mass

Ital. steamer

We understand that Admiral de Beaumont, in command of the French squadron, concludes his period of service in February.

of Dec. 1

next, and that he will be succeeded by Admiral de la Bédollière. His staff will be composed as follows:—Commander Favereau, chief of staff, Lieut. la Halle Ensign Buisson, A.D.C.; Staff-Surgeon Roque; Chief Paymaster Général; Chief Engineer Raymond; Chief Clerk de la

9 a.m. yesterday

A SPECIAL session of Justices of the Peace was held at the Magistrate's this afternoon to consider an application by Cawjee Byramjee for a publican's licence for the Hingmoh Hotel at 30 Bulkeley Street, Hingmoh. Capt. W. C. H. Hastings, Police Magistrate, presided. The Justices present were Messrs A. Shelton Hooper, Moses, M. S. Sassoon, A. J. May, R. M. Melhu, G. C. Anderson, R. C. Wilcox, W. Mitchell, W. Danby, and W. E. Arthur. Mr J. F. Reece, solicitor, appeared on behalf of the applicant on behalf

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of the applicant, and stated that he had held a grocer's licence. The police (represented by Acting Deputy Superintendent Corcoran) objected that there was no necessity for a licensed hotel at Hungnam, as a letter of objection was submitted from the Chief Manager of the Dock Company. These objections were considered in private, and it was decided to grant the licence.

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In its 'Notes on Fire and Life Insurance' *Naipley* gives a very high encomium on the 'guaranteed cash value policy' of the Equitable Life Assurance Society. 'It is really Life Assurance in *action*,' says our contemporary, 'and then it proceeds to point out the specific advantages over the ordinary form of life assurance secured to the clients by the Equitable Assurance. Reference

He died

to the tables, published in the prospectus, and recently issued, which deal with the question of value of policies, it is stated that the definite cash surrender value in respect of every year, is provided for. But over and above this, the four "options" are then noted, under which the assured may either (1) "take the cash," (2) "take the policy," (3) "surrender this year," and (4) "take the cash and the policy." The general conditions under these policies are exceptionally liberal, and one of the most valuable privileges is the "right of withdrawal." It is stated that assured may change the beneficiary under this policy at pleasure. This is a first-class reform, which in itself ought to secure the popularity of the "cash" device. It is that it really enables the trouble and vexation so often caused by the operation of the ordinary cash-in system.

to the Magist

Lakin, Powan, Lung Tsing.
Compositions—John Balsey, City of London.
 Aberdeen.—(None).

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM SHANGHAI AND KOBE.

THE Steamship *Gilda* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the 16th Instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th Instant will be subject to rent. Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, December 9, 1896. 2480

STEAMSHIP DORDOGNE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Havre and Marseilles, are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Wednesday, the 16th December, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before Wednesday, the 16th December, or they will not be recognised.

All Damaged Packages will be examined on Wednesday, the 16th December, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, December 9, 1896. 2488

STEAMSHIP TAMISE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London or Steamship *Guadalupe*, from Bordeaux or *Yabekmois* in connection with the above Steamship are hereby informed that their Goods—with the exception of Opium, Treasures and Valuables—are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 5 p.m. To-day (Thursday), the 10th Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Wednesday, the 16th December, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before Wednesday, the 16th December, or they will not be recognised.

All Damaged Packages will be examined on Wednesday, the 16th December, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, December 10, 1896. 2501

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *HYDASPES*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c., *ex a. Nubia*. From Persian Gulf, *ex a. Kithia, Asyria, Mohammed and Mesheri*.

Goods not cleared by the 16th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, December 10, 1896. 2490

S. I. TING, Surgeon Dentist.

No. 10, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 6, 1895. 695

SANTAL MIDY CURES

all discharges from the genito-urinary organs in either sex in 48 hours.

Santal-Midy is a specific for Gonorrhoea, Catarrh, Cystitis, or Infection, and causes no inconveniences.

Beware of imitations.

Each tin contains 10 capsules.

S. RUE VIVIER, PARIS.

For Sale by A. N. Williams & Co., General

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Island*.

Captain DAVIS, will be despatched for the above Ports TO-MORROW, the 16th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, December 14, 1896. 2521

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Bayern*.

Captain B. BLANK, due to arrive from the above Port, will leave for the above Place about 24 hours after arrival.

For further Particulars, apply to MELOHRS & Co., Agents.

Hongkong, December 11, 1896. 2514

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (SUBJECT TO ALTERATION.)

Chillogong, Tuesday, 16th Dec.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Chillogong*.

will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on TUESDAY, the 16th December.

Consular Invoices of Goods for United States Points should be in Quadruplicate, and one Copy must be sent forward by the Steamer to the care of the General Agent, Oregon Railway and Navigation Co., Portland, Oregon.

For Freight or Passage, apply to SHERMAN, TOMES & Co., Agents.

Hongkong, December 7, 1896. 2463

NIPPON YUSEN KAISHA.

HONGKONG-NAGASAKI LINE.

FOR SHANGHAI, CHEFOO, CHEMULPO AND NAGASAKI.

The Co.'s Steamship *Suzuki Maru*.

Captain G. OLSEN, will be despatched for the above Ports on WEDNESDAY, the 16th Instant, at 5 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, December 10, 1896. 2496

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship *Yusung*.

Captain W. WADSWORTH, will be despatched for the above Ports on WEDNESDAY, the 16th Instant, at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, December 12, 1896. 2525

FOR SINGAPORE, COLOMBO AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Thalia*.

Capt. CHRISTENSEN, will be despatched for the above Ports on WEDNESDAY, the 16th Instant, at 6 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, December 9, 1896. 2483

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR KOBE AND YOKOHAMA.

The Co.'s Steamship *Idzumi Maru*.

Captain J. CARNOY, will be despatched for the above Ports on THURSDAY, the 17th Instant.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, December 9, 1896. 2489

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

(Calling at TUTICORIN on the Homeward Voyage.)

The Co.'s Steamship *Hiroshima Maru*.

Capt. ASANUMA, will be despatched for the above Ports on FRIDAY, the 18th December, at 6 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, November 25, 1896. 2378

FOR NEW YORK VIA SUEZ CANAL.

To follow THE *S.S. Aloua* and *Claverhall*.

The Steamship *Reddy*.

Capt. VALLANCE, will be despatched for the above Ports on or about the 22nd Instant.

To be followed by the *S.S. Morven* on or about the 16th January, 1897.

For Freight or Passage, apply to SHERMAN, TOMES & Co.

Hongkong, December 10, 1896. 2500

Shipping.

Steamers.

FOR SHANGHAI.

The Steamship *Daphne*.

Captain E. SCHNEIDER, will be despatched for the above Port on TUESDAY, the 16th Instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, December 12, 1896. 2507

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Tokio Maru*.

Captain E. S. BLAIR, will be despatched for the above Ports on TUESDAY, the 16th December, at 5 p.m.

This Steamer is fitted with Superior Passenger Accommodation and carries a duly qualified Doctor.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, December 11, 1896. 2378

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship *Hollandsche*.

Capt. A. HARRASOWITZ, will leave for the above Ports on or about WEDNESDAY, the 16th Instant.

For further Particulars, apply to MELOHRS & Co., Agents.

Hongkong, December 11, 1896. 2513

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

The Co.'s Steamship *Yamaguchi Maru*.

Captain ALLEN, will be despatched for the above Ports on SATURDAY, the 17th December, at Noon, instead of as previously advertised.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, December 11, 1896. 2290

GLEN LINE OF STEAM PACKETS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Clayton*.

Capt. MCGILVERAY, will be despatched for the above Ports on THURSDAY, the 17th Instant, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, December 9, 1896. 2469

MOGUL LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

(Calling at NAGASAKI if sufficient inducement offers.)

The Steamship *Enryu*.

Captain SAW, will be despatched for the above Ports on FRIDAY, the 18th December.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, December 10, 1896. 2493

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

The Co.'s Steamship *Margutta*.

Capt. G. COSTANTO, will be despatched for the above Ports on SATURDAY, the 19th Instant.

For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, December 12, 1896. 2520

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Capitaine Servais*.

will be despatched as above on SUNDAY, the 20th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 12, 1896. 2455

FOR NEW YORK VIA SUEZ CANAL.

The German Steamship *Capitaine Servais*.

Captain SERVIS, will load here for the above Port and will be despatched towards end of December.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, December 11, 1896. 2508

Sailing Vessels.

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

The 100 A.T. Iron 8-mast British barque *Matthew*.

Captain J. WILLIAMS, will soon be ready to load for the above Port and will have quick despatch.

For Freight, apply to MELOHRS & Co., Agents.

Hongkong, November 26, 1896. 2390

FOR SAN FRANCISCO.

The British barque *St. George*.

will load here for the above Port, and will have quick despatch.

For Freight, apply to SHERMAN, TOMES & Co.

Hongkong, December 7, 1896. 2471

Shipping.

Sailing Vessels.

FOR NEW YORK.

The 3/3 A.T. Iron 8-mast Ship *William M. Smith*.

Will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, October 19, 1896. 2114

FOR NEW YORK.

The 3/3 A.T. Iron 8-mast Barque *Proctor*.

Capt. MACDONALD, will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, November 30, 1896. 2408

Mails.

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship *ORIENTAL*, Captain F. N. COLE, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on THURSDAY, the 17th December, at Noon, taking Passengers and Cargo for the above Ports.

(This Steamer connects at Bombay with the Steamship *ORIENTAL*, leaving that Port for LONDON direct on the 9th JANUARY, 1897.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, December 8, 1896. 2438

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, HATYAI, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, ZENZIBAR, MOMBASA, KENYA, MUKERAN, AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

ALSO, PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 23rd December, at Noon, the Company's Steamship *SAZIE*, Captain LE TROUW, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, without Transshipment.

Cargo and Specie will be registered for London as well as for Marseilles, and so accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till

HONGKONG MARKET PRICES.

Corrected to Saturday, December 12, 1896.
At 1020 Cash per Dollar Mexican.

Butcher Meat.	Chinese Names.
Bacon, English, lb.	來路烟猪肉
" Ame. Sugar cured, "	花旗烟猪肉
" Footchew, "	福州烟猪肉
" Japan, cured, "	日本烟猪肉
Beef, sirloin & prime cut, catty	尾龍扒
" Corned, "	鹹牛肉
" Roast, "	燒牛肉
" Soup, "	湯牛肉
" Steak, "	牛肉起
Bullock's Brains, por set	牛腦
" Tongue fresh, each	牛舌
" " corned, "	鹹牛舌
" Head, "	牛頭
" Heart, "	牛心
" Hump, Salt, catty	牛肩
" Feet, "	牛脚
" Kidneys, "	牛腰
" Tail, "	牛尾
" Liver, "	牛肝
" Tripe (undressed) catty	牛肚
Calves Head and Feet, set	牛仔頭脚
Hams, American, lb.	花旗火腿
" Chinese, "	金華火腿
" English, New, "	來路火腿
" Japan cured, "	日本火腿
" Shanghai, "	上海火腿
Mutton Chop, "	羊腩
" Leg, "	羊腿
" Shoulder, "	羊手
Pigs Chittlings, catty	豬雜
" Feet, "	豬蹄
" Fry, "	豬雜
" Head, each	豬頭
" Heart, "	豬心
" Kidneys, pair	豬腰
" Liver, lb.	豬肝
Pork Chop, catty	豬排
" Corned, "	鹹猪肉
" Leg, "	豬腿
" Fat or Lard, "	豬油
Sheeps Head and Feet, set	羊頭脚
" Heart, each	羊心
" Kidneys, "	羊腰
" Liver, lb.	羊肝
Smoking Pigs, each \$1.75 \$1.25	生牛油
Dust, Beef, lb.	生牛油
" Mutton, "	生牛油
Veal, catty	生牛油

Poultry.	生口
Chicken, catty	雞仔
" Capons, "	雞
" Ducks, "	鴨
" Doves, "	鴿
" Eggs, Hen, doz.	雞蛋
" " Duck, "	鴨蛋
" Fowls, catty	雞
" Geese, "	鴨
" Hares, each	兔
" Monk Deer, "	黃頸
" Partridges, "	白鶇
" Pigeons, brace \$1.40	上海山雞
" Pheasant, "	禾花雀
" Rice Birds, doz.	沙鷄
" Quail, each	火雞
" Snipe, "	水鴨
" Turkeys, Cook, catty	火雞
" " Hen, "	水鴨
" Teal, each	上海水鴨
" Wild Ducks, pair \$1.00	

Fish.	海鮮
Barbel, catty	加魚
" Bream, "	鯽魚
" Bombay Ducks, 100 pieces	五味魚
" Canton Fresh Water Fish, catty	鮮魚
" Carp, "	鯉魚
" Catfish, "	赤魚
" Codfish, Salt, "	鹹魚
" Crab, "	蟹
" Cuttle Fish, "	魷魚
" Dab, "	沙魚
" Dace, "	沙魚
" Dog Fish, "	狗魚
" Eels, Congor, "	海蛇
" Fresh water, "	淡水魚
" Hale, Yellow, "	黃魚
" File Fish, "	黃魚
" Frog, "	田魚
" Fresh Fish, "	鮮魚
" Garoupe, "	石斑魚
" Gudgeon, "	紅魚
" Gunard, "	紅魚
" Herring, "	白魚
" " smoked, box	煙魚
" Halibut, catty	鱈魚
" Labrus, "	黃魚
" Loach, "	烏魚
" Lobster, "	龍蝦
" Mackerel, "	馬魚
" Monk Fish, "	生魚
" Mullet, "	生魚
" Oyster, "	生魚
" Parrotfish, "	生魚

Perch, catty	30
" Pike, "	300
" Plaice, "	300
" Pomfret, White, "	120
" Pomfret, Black, "	100
" Prawns, "	50
" Ray, "	80
" Rock Fish, "	150
" Roach, "	50
" Salmon, (Canton), "	100
" Shark, "	60
" Salt Fish, "	100
" Skate, "	60
" Shrimps, "	90
" Snapper, "	100
" Soles, "	90
" Tench, "	100
" Turbot, "	200
" Turtles, small, fresh water, "	200
" Whiting, catty	100
" White Bait, "	100

Fruits.	
Apples, (California), catty	150
" (Tientsin), "	100
" (Japan), "	100
Bananas, fragrant, "	30
" (bridged), "	100
Chestnuts, Chinese, "	100
Carambola, "	100
Cocoanuts, each	50
Ground Nuts, catty	100
Grapes, "	170
Lemons, China, "	50
" Peel, "	200
Limes, "	200
Mango, (Saigon), each	50
" (Malaya), "	50
Mangosteens, dozen	40
Oranges, Sweet, catty	60
" Green, "	40
" Red, "	80
Olives, "	80
Pine-apples, each	50
Pears, catty	100
" (Tientsin), "	100
Pumelo, each	70
" (Siam), catty	100
Peach, (Sweet), "	100
Raisins, Muscatel, "	40
" Pudding, "	60
Water Chestnuts, com.	100
" Mandarin, "	100
Walnuts, "	100

Vegetables, &c.	
Artichokes, Shanghai, catty	50
Beans, (French), "	100
" Long, "	20
Beet Root, each	30
Brinjals, Green, catty	30
" Red, "	20
Brassica, "	20
Bamboo Shoots, "	60
Cabbage, Chinese, com.	20
Cabbage, Shanghai, each	60
Caniflower, "	100
Carrots, catty	50
Celery, Chinese, "	50
" English, "	60
Chilies Dried, "	130
" Red, "	80
Curry Stuff, English, "	40
Cucumbers, "	60
Bitter Squash, "	40
Garlic, "	40
Ginger, young, "	50
Horae Radish, Shal, "	120
Indian Corn, "	10
Lettuces, (English), each	10
Mushrooms, Fresh, catty	50
Onions, Bombay, "	60
" Green, "	80
" Shanghai, "	40
Okraes, "	140
Parley, English, bundle	10
Potatoes, Sweet, catty	20
" Shanghai, "	30
" Japan, "	30
" American, "	30
" Footchow, "	30
" Macao, "	20
Pumpkin, "	20
Pumpkin, "	20
Papaw, "	20
Radish, dozen	20
Rice, best quality, per picul	\$4.50
" Common, "	\$4.10
Shallot, catty	10
Spinage, (Chinese), "	60
Spruce, "	60
Squash, Green, "	60
Tomatoes, "	50
Taro, "	10
Turkey, Fruit, (Long), each	30
Vegetable Marrow, catty	10
" (Long), "	10
Water Cress, "	10

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of 'Notes and Queries on China and Japan,' has reached its twenty-second volume. This Review, which discusses those topics which are of importance in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new department has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China, etc., and to give critical and judicious notices of the most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office.'

The Notes and Queries are still continued and form an important means of obtaining facts and diffusing among students knowledge on obscure points. The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics. Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, Imperial Customs, and Hongkong Services, and also by the Missionaries, etc., etc., whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Bittel, Bretschneider, and Hirth, Professor Legge, and Messrs. Balfour, Waters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Knapton, Barker, Dyer, etc., etc. Pison and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$5.00 per annum, postage included—payable in advance. Orders for binding volumes will be promptly attended to; Address, 'Manager, China Mail Office.'

ORIGINS OF THE PAPER. 'All our readers should subscribe to this scholarly and enterprising Review,'—Northern Christian Advocate (U.S.). 'The China Review' has an excellent table of contents. 'Celestial Empire.' 'This publication always contains subjects of interest to scholars and students of the Far East. It will hold favourably if not advantageously comparison, with preceding numbers.'—Celestial Empire.

'This number contains several articles of interest and value.'—North-China Herald. 'The China Review for September-October furnishes a mass of information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of 'The Divine Classic of Nan-Hua,' and the Notes and Queries are also very interesting.'—North-China Daily News.

A substantial and reliable Review which all students of China and the Chinese would do well to patronize.'—Oryzophilum. 'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. E. H. Parker's 'Short Journeys in Szechuen' are continued, and a good deal of information is given. The great degree of attention which Mr. F. H. Balfour contributes a paper of some length entitled 'The Emperor Cheng, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history. A few short notes and queries, one of which 'On Chinese Outlets in Western Borneo and Java' might appropriately have been placed under a separate heading, complete the number.'—H.K. Daily Press.

Trubner's Oriental Series. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention which has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowes, is not only historically valuable, but is also distinguished by its literary grace. Besides notices of new books relating to China and Chinese subjects, will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes and Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes and Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes and Queries' are destined to find a place in its pages also.

W. MACDONALD, Assistant Manager of Marine.

ORIGINS NOTES.

Sidney T. Lucas fills the poet's corner in Cricket this month with some verses showing that there is nothing that can happen in cricket but what W. G. Grace has experienced. The following is a sample of the four verses:—
If you purchase should fail to score,
Grace has done it;
Or be dismissed for leg-before,
Grace has done it.
If for your side you victory snatch
In some important cricket match,
Or, again, you drop a catch,
Grace has done it.

Personal: George Lohmann has gone to the Cape to pass the winter months. C. T. B. Tarr is now Editor of a paper called *Australian Cricket*, of which the registered proprietor is W. C. Perkins, a son of the well-known Secretary of the Marylebone C.C. Judging by the fearless way in which C. T. B. Tarr always answered any questions I ever put to him in the course of interviews, I should say he would make a very outspoken Editor, and the Australian Cricket Council when next it has to deal with a team visiting the old country, will find in him no mean critic.

The Varsity Captain for next year is G. R. Bardswell, of Oxford, and N. F. Drace for Cambridge. *Times* of Ceylon.

THE NEWCHUANG-ONVO COLLISION CASE.

The following is the judgment delivered in the Supreme Court at Shanghai, in the Newchuang-Onvo collision case.—This suit arises out of a collision which occurred on the 30th of April, 1896, at Wosung, a point somewhere about half-way between the Feima lightship and the Kwoching. The Onvo was proceeding down the river on a voyage from Shanghai to Hankow and the Newchuang was coming up the river on a voyage from Amoy to Shanghai. The Onvo crossed the Wosung river bar about 2.25 a.m. by the Feima channel. When she came abreast of the Feima lightship, or a little before, she ported her helm to round it, and a little while after she again ported. The cross-examination of the plaintiffs' witnesses indicated that the Newchuang's contention was that after passing the Feima lightship the Onvo went over to the Wosung side. We had direct evidence in support of this contention and I find, as a fact, and the Assessors agree with me, that the Onvo never was on the Wosung (i.e. the Onvo's port) side of mid-channel. As she came over the bar she was bound to show her green light to any ship down by the mouth of the Wosung creek, but if she was, as alleged, in the witnesses on the Newchuang, green to green, she must have been owing to the direction of the bow of the Newchuang and not on account of the Onvo being far over on the Wosung side of the river. The Onvo proceeded after rounding the Feima light on the usual and proper course, round, on the starboard side of mid-channel. She saw the masthead and red lights of the Newchuang off the mouth of the Wosung creek, and shortly after her red light was shut in and the green appeared. The Newchuang came on or over the Onvo's bow, and the Onvo blew two blasts of her whistle, starboarded her helm and ran into the Onvo from 15 to 20 feet from the Onvo's stem. Just before the collision the Onvo had a port and blew one blast of her whistle. The Onvo's green light was on one whistle on one ship was heard on the other, except the two blasts blown by the Newchuang just before the collision. The point of collision was well over on the Pootung side of the channel. The Newchuang came on the river and, when she was a little below the mouth of the Wosung creek, she saw the lights of a steamer crossing the bar. She stopped her engines and drifted on until, as her witnesses say, the approaching vessel showed her green light on the Newchuang's starboard bow. If the Onvo's green light was on the starboard bow of the Newchuang it must have been because the head of the Newchuang had swung round towards the Pootung side of the river; but whatever was the reason, the master of the Newchuang then determined to come up the Pootung side of the channel. He came on, passing the Kwoching (which is well over on the Pootung side) within 60 feet; when hearing the Onvo he blew two blasts of his whistle, starboarded, and reversed his engines. The collision followed; both vessels were injured and the Onvo sank, causing a most lamentable loss of life of Chinese and of foreigners. Now it is plain that the Newchuang did not comply with Regulation 21. Her explanation is that the Onvo was so close that she could not believe that she was going down the Wosung side of the river. With regard to this I would adopt the words used in the case of the *Highgate*. 'It is only where a clear case of necessity is made out that a captain can excuse himself for not following the rule.' (The *Highgate*, 52 N. 35.) And again, in the *Test* it is said: 'The principle of law that you are not to adhere to the strict rules of navigation but avoid an accident if possible, is a doctrine to be very carefully watched.' (The *Test*, N. 35, 378.) We in regard to the case of the *Commerce* (3 Robinson, 287) cited by Mr. Platt in support of his argument that the Onvo ought to have given way, it is to be observed that the Privy Council remarked that 'though the principle involved in that case may be in itself a sound one it is one which should be applied very cautiously, and only where the circumstances are clearly exceptional. They conceive that to leave to masters of vessels a discretion as to obeying or departing from the sailing rules, is dangerous to the public, and that the rule should be applied very cautiously, except in a very clear case of necessity, is hard upon the masters themselves.' (The *William Frederick*, 4 App. Cas., 690.) I put the following question to the Assessors: 'Was the course of the Onvo after passing the Feima light such as to justify the Newchuang in concluding that the Onvo was going to take the Wosung side of the river?' They answered that in the negative, and I must therefore find that the Newchuang is liable. But true it is that the Onvo was not in compliance with the rule, and that Regulation 13 applied, and that the Onvo did not comply with it. I do not think it is denied by the owners of the Onvo, but anyway I find as a fact that the Onvo did not slacken speed, stop, or reverse, in fact her engines were kept on full speed as the Onvo was approaching the Newchuang, and that after that she had not the opportunity to stop and reverse. As to this, let us see what Mr. Cooper said. He was asked (p. 3) 'When did you first see anything of the steamer which afterwards proved to be the Newchuang?—Just about steam of the Feima lightship.' 'What did you see?—I saw her red light and masthead light slightly on our port bow. 'In what part of the river was the vessel you saw then approaching?—I should say a little above Wosung creek and well over on the Wosung side of the channel. 'Was there any change in the lights of the approaching steamer?—Yes, she shut in her red light and showed her green.

Onions or the Pars. 'All our readers should subscribe to this scholarly and enterprising Review,'—Northern Christian Advocate (U.S.). 'The China Review' has an excellent table of contents. 'Celestial Empire.' 'This publication always contains subjects of interest to scholars and students of the Far East. It will hold favourably if not advantageously comparison, with preceding numbers.'—Celestial Empire. 'This number contains several articles of interest and value.'—North-China Herald. 'The China Review for September-October furnishes a mass of information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of 'The Divine Classic of Nan-Hua,' and the Notes and Queries are also very interesting.'—North-China Daily News. A substantial and reliable Review which all students of China and the Chinese would do well to patronize.'—Oryzophilum. 'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. E. H. Parker's 'Short Journeys in Szechuen' are continued, and a good deal of information is given. The great degree of attention which has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowes, is not only historically valuable, but is also distinguished by its literary grace. Besides notices of new books relating to China and Chinese subjects, will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes and Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes and Queries' are destined to find a place in its pages also.

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Intimations.

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